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# Metrolink's Sealed Corridor Project

Presentation to  
California Transportation Commission  
June 7, 2006





# Two Regional Strategies to Reduce Risk

- Crashworthiness – Already ordered equipment with Crash Energy Management technologies
- Crash Avoidance – Grade crossing improvements in a Sealed Corridor is the primary strategy



# What is a Sealed Corridor?

A comprehensive strategy to enhance the safety of trains, passengers, motorists, pedestrians, and neighboring land uses within and along a railroad corridor, using appropriate safety measures to systematically reduce the opportunity for accidents at grade crossings or elsewhere within the corridor.



# Metrolink's \$70 Million Investment in Safety Improvements Since 1992

- Upgraded railroad signal system and enhanced control circuits
- Raised median islands
- Improved signage and striping
- Right of way fencing
- Improved traffic engineering and roadway geometry
- Closure of 7 public and 22 private crossings
- Construction of 12 grade separations
- Ongoing rail safety public education programs





# Metrolink's Challenges

- **Geographic scale/multiple ownership**
  - 787 grade crossings of all types in the Metrolink system
    - 669 public
    - 36 pedestrian
    - 517 SCRRRA owned
  - 443 at-grade crossings in the Metrolink system
- **Intensity of corridor usage**
  - Over 250 Metrolink, Amtrak and freight trains operate daily in Metrolink service area
- **Competing priorities for funding**



# Amtrak Stops North of Santa Barbara

- San Luis Obispo
- Grover Beach
- Guadalupe
- Surf/Lompoc
- Goleta

VENTURA COUNTY

LOS ANGELES COUNTY

SAN BERNARDINO COUNTY

RIVERSIDE COUNTY

SAN DIEGO COUNTY

## Effective July 1, 2004

- Metrolink/Amtrak Rail 2 Rail Joint Stations

- Ventura County Line
- Antelope Valley Line
- San Bernardino Line
- Riverside Line
- Orange County Line
- Inland Empire-Orange County Line
- 91 Line  
(Riverside • Fullerton • Downtown LA)

- Amtrak Pacific Surfliner Only

- Rail 2 Rail Corridor

- Future Station

Operated by MTA

- Metro Red Line (Subway)
- Metro Blue Line (Light Rail)
- Metro Green Line (Light Rail)
- Metro Gold Line (Light Rail)



Southern California Regional Rail Authority

metrolinktrains.com

Map not to scale

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# Sealed Corridor Safety Enhancements: Proven Effective

- Four-quadrant gates
- Median separators or raised islands
- New signs and pavement markings
- Crossing signal “health monitoring” systems
- Locked gates and fencing
- Crossing geometry improvements
- Grade separation or closing of crossings



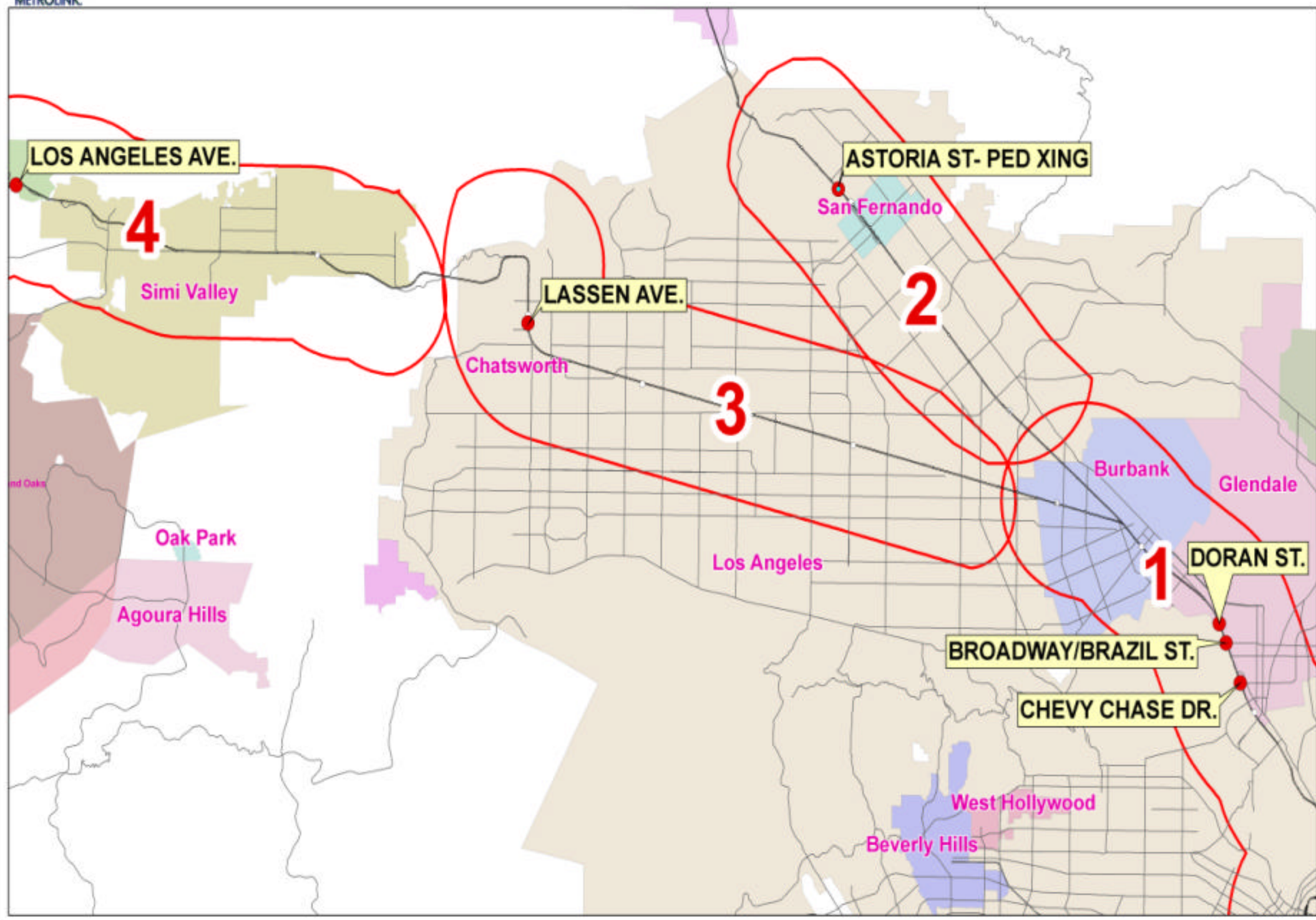


# Initial Corridors

- Antelope Valley Line
  - Sun Valley to Sylmar/San Fernando
- Ventura County Line
  - Union Station through Moorpark
- 65 miles of railroad
- 55 public highway-rail grade crossings
  - 4 private and 4 pedestrian-only crossings



# Metrolink Sealed Corridor Project



# Chevy Chase Drive, Glendale



- Quad gates due to adjacent street/driveway
- Signage improvements,
- Improve existing asphalt paving
- Right of way security



# Right of Way Security Swing Gates



- Prefabricated gates prevent access to right of way
- To be installed at all crossings over time



# Broadway/Brazil Glendale/Los Angeles



- Narrow crossing
- Significant truck traffic with U turns
- Open right of way





# Broadway/Brazil Glendale/Los Angeles



- Wednesday, April 19, 2006
- The result of a long truck in a narrow crossing



# Doran Street, Glendale/Los Angeles



- Narrow hump crossing
- Industrial access only; significant truck traffic
- SR-134 and I-5 access
- Opportunities for street improvement and traffic re-routing



# Lassen Avenue, Chatsworth



- The consequences of commercial driveways adjacent to railroad crossings



# Los Angeles Avenue, Moorpark



- Narrow, hump crossing
- Highly skewed angle
- Open right of way
- Improve crossing geometry





# Astoria Street, Sylmar



- Zig-zag pedestrian crossing





# Project Approach

- Outreach to corridor cities, member agencies and other stakeholders
  - Build awareness and support for comprehensive corridor safety improvements
  - Policy and technical levels
- Engineering support for concept development, final design, and construction bid support
- High level consensus on improvements
- Create funding strategies



# Potential Funding Sources

- Federal
  - Section 130 Crossing improvement program
  - Section 1010/1103 (C) High speed rail hazard elimination
  - Line item appropriations/earmarks
- State
  - Public Transportation Account
  - Section 190 grade separation program
  - Potential state transportation bond
- Local
  - Calls for projects
  - Development mitigation
  - Tax increments in redevelopment project areas



# Associated Funding To Date

- \$250,000 FRA Study Grant – August 2005
- \$2,000,000 STP earmark – Senator Feinstein
- \$500,000 High Speed Rail earmark – Congressman Berman
- \$500,000 STP earmark – Congressman Schiff
- \$925,000 – Van Nuys Blvd., Los Angeles
- \$327,000+ - SCRRRA Homeland Security Grant
- \$1,000,000+ – controlled by City of Glendale
- \$1,540,000 – controlled by City of Burbank
- Over \$2,000,000 in Sec 130 for Grade Crossings

**TOTAL: OVER \$9,000,000**

